

THE ON-BUDGET CURRENT LEVEL REPORT FOR THE U.S. SENATE, 105TH CONGRESS, 1ST SESSION, SENATE SUPPORTING DETAIL FOR FISCAL YEAR 1997, AS OF CLOSE OF BUSINESS MAY 19, 1997—Continued

(In millions of dollars)

	Budget authority	Outlays	Revenues
Total budget resolution	1,314,935	1,311,321	1,083,728
Amount remaining:			
Under budget resolution			
Over budget resolution	16,901	12,579	20,534
Addendum			
Emergencies:			
Funding that has been designated as an emergency requirement by the President and the Congress	1,814	1,233	
Funding that has been designated as an emergency requirement only by the Congress and is not available for obligation until requested by the President	315	300	
Total emergencies	2,129	1,533	
Total current level including emergencies	1,333,965	1,325,433	1,104,262

TRIBUTE TO LARRY DOBY

• Mr. HOLLINGS. Mr. President, I rise today to pay tribute to Mr. Larry Doby, originally of Camden, SC, who was the first African-American to play in the American League. Mr. Doby's contributions to baseball and the American cultural conscience are of ineffable importance. He exemplified grace under fire, showing tact, resilience, and dignity in the unforgiving arena of a segregated nation. In light of his personal qualities and his professional achievements, I ask that the following editorial from the Chronicle Independent be printed in the RECORD.

The editorial follows:

LARRY DOBY

During this 50th anniversary of the desegregation of Major League Baseball, Jackie Robinson has again become a household name. Perhaps now more than ever, people—and not only baseball fans—are stopping to consider the true impact that Mr. Robinson had, not only as a baseball player but as a social pioneer. For indeed, that's what he was—a pioneer. When Brooklyn Dodgers owner Branch Rickey broke the color line by bringing Jackie Robinson up to the big leagues, he knew Mr. Robinson would face abuse. He also knew that the talented player had the character and the savoir faire to handle the situation.

Somewhere lost in the shuffle has been Kershaw County's own Larry Doby, who became the first black player in the American League. Few people realize that Mr. Doby, who was born in Camden and moved to New Jersey after the death of his father, followed Mr. Robinson into the major leagues by only 11 weeks. As in other phases of U.S. history, we usually remember the first person to do something, but those who follow shortly thereafter often get forgotten. That's been the case with Mr. Doby.

He was, after all, an excellent baseball player and athlete. He led the American League in home runs in 1952, and during a 13-year career, most of them with the Cleveland Indians, he batted .283 and made six consecutive American League all-star teams. Five times in a seven-season span, he drove in more than 100 runs. A player who posts those kinds of statistics today receives millions of

dollars a year, but that wasn't the case back then. But Larry Doby was more than a great baseball player; just as Mr. Robinson did, he blazed a trail that made baseball at its highest level open to everyone, not just white players. And in doing so, he gracefully endured abuse that would be difficult to imagine today.

It is only proper that Mr. Doby is finally receiving his due for his accomplishments. This year's all-star game will be dedicated to him, and the Indians will honor the 50th anniversary of his debut before their July 5 game against Kansas City. He is now special assistant to the president of the American League.

Those who have reflected with Mr. Doby on his achievements, including the sports editor of this newspaper, have been impressed with his recall of the events of 50 years ago. Like Jackie Robinson, he struggled through a difficult time to open doors for all people.

Baseball fans—and yes, Americans who really don't give much of a hoot for the national pastime—should pay tribute to Jackie Robinson this year, a man whose courage and talent have made him a household name. But at the same time, let those of us in Kershaw County not forget one of our own: Larry Doby, a true champion in every sense of the word. •

MASS TRANSIT AMENDMENTS ACT OF 1997

• Mr. LAUTENBERG. Mr. President, I rise to join with my colleague from Pennsylvania, Senator ARLEN SPECTER, in supporting the Mass Transit Amendments Act of 1997. This bill is a bipartisan effort to support investment in our Nation's mass transit systems and industry. But more important, this bill will ensure that a critical part of our Nation's transportation infrastructure—transit—will receive adequate investments into the 21st century. A healthy transit system will go a long way toward reducing congestion and increasing mobility even when vehicle miles traveled is increasing.

Good public transit increases the efficiency of existing roadways, especially in congested regions where many people live. Transit is essential to rural, suburban, and urban residents, it is a cost-effective solution to healthcare access, a key to successful welfare reform, and an environmentally sensible way to meet the commuting needs. It is an increasingly important service for the elderly, for persons with disabilities, for students, and for those who cannot afford a car.

Mr. President, anybody who questions the necessity for transit services only has to visit my home State of New Jersey. The most densely populated State in the Nation, it also has the most vehicle density on its roads. Located between two heavily populated metropolitan areas, New Jersey is known as the Corridor State. Over 60 billion vehicle miles are traveled on New Jersey's roads annually. The ability of trucks and cars to move freely on New Jersey's roads directly affects New Jersey's economy—congestion has dramatic effects on the economy.

New Jersey is also a commuter State. Millions of New Jerseyans face serious

commuter problems every day. In many areas in New Jersey, there is nowhere else to lay new roads. We simply cannot build ourselves out of congestion. That's why New Jersey is heavily reliant on mass transit. The Midtown Direct, an Urban core project, was inaugurated 1 year ago. Within weeks, the ridership doubled in its projections. Transit in New Jersey is well used and well supported.

Nationally, transit has also proven to reduce congestion, and transit saves dollars. A 1996 report conducted by the Federal Transit Administration found that the annual economic loss to U.S. business caused by traffic congestion is \$40 billion, and the additional annual economic loss if all U.S. transit commuters drove instead would be \$15 billion.

It's also good for the environment. According to the FTA, transit use saves 1.5 billion gallons of U.S. auto fuel consumption every year. Transit is energy efficient, and the less gasoline used, the less the United States is dependent on foreign oil.

Mr. President, Americans also see direct public health benefits from transit use. According to the Environmental Protection Agency, up to 110 million Americans breathe air that is unhealthy. The American Lung Association estimates the national health care bill for air pollution-related illness is \$40 billion a year. Transportation sources cause 40–60 percent of pollution that produces ozone, and 70–80 percent of carbon monoxide emissions. Nearly one-third of carbon dioxide—the most significant greenhouse gas—comes from transportation sources. The fastest growing source of carbon dioxide emissions is the transportation sector.

Mr. President, transit produces real environmental benefits. On average, riding transit instead of driving cuts hydrocarbon emissions that produce smog by 90 percent and carbon monoxide by more than 75 percent. One person using mass transit for a year instead of driving to work saves our environment 9 pounds of hydrocarbons, 62 pounds of carbon monoxide and 5 pounds of nitrogen oxides.

It doesn't stop there. Over the past 30 years, the U.S. transit industry and its riders have prevented the emission of 1.6 million tons of hydrocarbons, 10 million tons of carbon monoxide, and 275,000 tons of nitrogen oxides into the air; the importation of 20 billion gallons of gasoline; and the construction and maintenance of 20,000 lane-miles of freeways and arterial roads and 5 million parking spaces to meet demands, saving at least \$220 billion.

Transit is an important part of our Nation's transportation system, and we ought to ensure that it is afforded the same priority as other modes of transportation.

Mr. President, this bill does just that. It increases the authorization level for transit programs to provide \$34.4 billion over 5 years. It increases